





C. J. Hearris









REMINISCENCES

GENTLEMAN COACHMAN.











'DOWN THE ROAD'

REMINISCENCE

A GENTLEMAN COACHMAN.

C. T. S. BIRCH REYNARDSON.

ACOND EDITION.

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TO PH

RISING GENERATION OF COACHMEN

CHIPS OF THE OLD RIDGE



INTRODUCTION

There are tew, very tew now remaining I fear who have really worked a coach by night and by day through wind and rain trost and snow, and who have really done the thing in rough and smooth

If there should be any of the old ones left to read my lumble production, they will. I think, became out that, pleasant as it was it was on many oreasing bard work, and at times not quite devoid of danger and a considerable amount of responsibility.

In producing my "Reminiscences" I wish to affact musement to those of the present day, and to fell them how their poor old governors or their pool door old granlipages used to see and hear things, now for ever post and gum. I wish I had other the pen or wit of a Whyte Melville or of a Willise Collina to port all I wish to say into better language, and to describe the incidents of the Road in a more 'picky' way. But mot having other their pen or their wish. I must ask my readers to be what is termed 'kind readers' and to be indulgent. I darsay some will take delight in picking 'my work' to piccy. In when they consider that though columned at Fron I dolt not learn much there but modulet and that though any relaction was supposed to be midded at Cambridge I dod not bearn much there but to discrecordies, they must not expect to get water out at an empty pitcher.



TO THE READER.

along the road, and soming along in a most dangeror, immere, and when this was the case they sometimes got turned over, and the passengers used to get him. There was danger in travelling by a coach four after all meding to a colorar. You question a court or in a chaine, and there you were. You get upon in a chaine, and there you were. You get upon in a chaine, and where are you? see and poor deaold grandipups.

Times' is, heldly for you fairly clear as to post this morning, which by the way, it not an everytyly occase rence, your pige lowes well, which is expectly to case rone, your toluren is good, which it generally is for it. Simmon's Mixture of 100, Peccolidy in a quint worth tourness allulings a pound, I should say, the thirt is his price and good things, they say along betch their value. Vour thoughts turn to the passeyon are going, and how murily you shy about, you push though the country as if you were calling a which will you pass villages, and chirrians and house, and fields and hour on hously time in the same and fields.

The anxiolists base all come under my corn closers, vation, and therefore I may be thought to be always tabling and selling of myself. D. I. do appear this execution do not be too hard sport me. What I have reducted do not be too hard sport me. What I have tracked results your "I more" and have let another tracked resulting your "I more" and have let another. pape. Resumanceness of a Conflorian Conselvam, ledto-beguite your time till you come into collision was either of the trains I base beton manel, the little effort I have made to amove you and the object

it. Since those days men are changed, and the very wide splantal seaso, are changed, land the very wide splantal seaso, changed. There is non-real "Down the Road in the present day and a real old main and the real old stage-crossle with or piles of higging and all other curvers. Bould below even results from old them to gone, lixes a place fully oppinges for the Road we in time-out old in the Born day like season. It was all one to a boal thought to season it would not be a boal thought to sear our enterprising old. Down the Road to set the thing of boal, and thus hand along to posturity what would be a womber to findful when the governor to community by electricity instead of steam.

The involvins and anivolvins which will appear in my brod, were not corroundly waitin for publication 1 for the anivorent of those of tenderic years than involve the showed a tendency to follow in the steps of 'a worn out condition. I used sometimes to relatiwaiting of my stories and on many exactions. I have ball it and to me, 'Why durt you publish them'.' They would make a capital book to read on the rail. road. I have at length par many lattle tacts together, and with the wish to afford amusement to others. I have tried to describe some of the incidents which have tried to describe some of the incidents which is to take place in years now long post and goin but the immercial of which will affect the property of which will be affected by the property of the pr

You may break, you may rain the vase if you will, But the scent of the roses will hang round it still.

So says Tom Moore: "Quo senuel est unhata recensservabit odorem testa dina says our old treath Horace, who is another and a greater authority. It is hard to forger the joyous days of old, and though I and others of my contemporaries are like the cases broken and ruined by "Anno Domini," still—

> Sunt quos curriculo pulvereni Olympicum Collegiase juvat.

And to them, with their permission, and asking the kind indulgence, I beg to dedicate

DOWN THE

REMINISCENCES OF A GUNTLEMAN COACHARA



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'DOWN THE ROAD'

. ROAD VERSUS RAIL

It its offEX been a subject of somber to me that no one has ever written any sert of book relating to Coaching or incidents of the Read or times good by and I am well aware that so hounded a per as mise cannot set forth in a proper way, the incidents. I should wait for describe. In the present mode of travelling, combetable, and explanous as it may be, there is little of the ammentent their formerly was on the Read. Everybody most seems, to be in a hurry, everybody seems to wish to be first, and everybody does the best be can, and takes the quickest means to get to his journeys each.

The teakettle, with its steam, has taken the place of the four bright bays, the grimy engine driver an stoker have taken the place of the coachman, the

A comfortable foot warmer of tin or zinc filled with at night, or at, let us say as nelock in the morning."



SIX O'CLOCK IN THE MORNIN

THE BESERVE COLO

Bespectfully inform the public and their friends terrior, that, for the .

Reep pace with the daily improvements in travelli

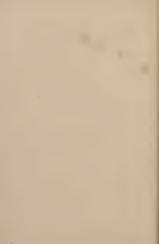
Reep pare with the daily improvements as feaveling, it have of its feating London with the alternal as Missing, it little is a finite of the same of the same of the same of the TO SIX O'CLOCK IN THE MORNING Textend of Xiaft

Ols Implement absention, well ensures a creaty and parameter enverses of Prescriptor in Standard by an parameter enverse of Prescriptor in Standard by a Manufer Labor. The hours of Leading Mobius and Swarferd will MOZ Leading Mobius and Swarferd will be about the standard of the Mozer Charlest Mobius and Swarferd will be about the several action with the standard standard the control desirable energy was to said from Leading MoZ Le

NOTICE.

This Coach leaves London at Six o'clock in the Morning.

rom the George and Blue Boar, Holborn.



beighter than the beightest shamonds and the more mig-except for the lightest the stars, as dark are pitch. It is six circles, sextuare they say in those days, in the month of I-drawny (Sex), and no chance of rowdon, the George and Blow Boar, Tolkions, before mine-ten circlestar inglet—a pretty look out for the three-little bays who are now mounting on to the Beguit Goods at Samideral on their say lack to school, syrapped in their long study greatexasts. The coards is piled in with linguing will at its loaded the stagle sagman one only studies, how such as heavily leaded coursey, and one only studies how such as heavily leaded coursey, and one only studies how such as heavily leaded coursey.

The three little fellows have mounted up to their seasts out the road of the coals, and though they liver been told by their anxious purents to be sure and go inside, presist in going one on the box with the treach man, and the other was been been and detailer man fully that they are not cold and mover feel the cold They have each got some store, not most stars, for that is cold stoff, but stress our on the staddes which has been a filled used and transplet by the housest and having showed their little feet into it, instead of on to a

hot foot warmer, as in the present day feel as cheery as possible.

The boy of the present day, has no idea of what his father or perhaps I might better say his poor related by father better so his particular old grandpaps, suffered on his journey from six richek, viz. oil his affirmal at more or ten cycleck tex at the Cenage and Illine Brazi. Tuldoru, on such a morning as I have tried to describe which allow was a morning for the time of year for there may no some actually folling, nor was there any rann as often was the case; to melt the some and make everything shoppy and miseasther-raining dotor from sow in the morning fill the arrival of the count of minute at minute and miseasther-raining dotor from sow in the morning fill the arrival of the count of a minute at minute and miseasther-raining dotor from and one-very flesh sowe wet through to the bone.

It was indeed misery or next door to it, but still all were kept alive and in something like a merry mood by the incidents on the road.

The coachman was generally a good-natured kind of fellow, and had his jokes with every one along the road, in spite of either cold or wet.

The guard too was usually a cheery fellow, and often played the keyed bugle well or if on the mail.

PARTS PROPERTY NA

observed our up with the sound of his mellow bornoften called his yard of mi, for modd must mass made of tim, and was about a yard long. Such use the travelling in former days. The pare non-no-doubt is greater, the comfort is greater, but with all this the form and interest, as well as the incidents of the road are gone for ever.

The time with topy in their long dialigerations, are now old men and, according to the traditions of the Pasanes Indon, are awaring their men to go to those happy hunting grounds where it is supposed by those thopy hand grounds where it is supposed by those those who doesn't to be happy will not the light of other days' untaked and bright as in days of old.

The coachmen are dead the guards are dead.
 Trumpeter mus erat, coatum qui scarlet habelait he is dead, and his Mail Horn's sound is heard no more.

His norm that once upon the mail Its soul of music shed, ow hangs all mote against the wall And tells of guards long dead; is sleeps the horn of former years, Its stirring sounds are o'er, od toll-bar men and hornskeepers

No more to roussee uns, also:

The mail horn's music swells;

No moge upon the midnight breeze

The mail's arrival tells;

The drowsy passenger ne'er wakes,

Roussel be that midnight born:

he drowsy passenger ne'er wakes, Roused by that midnight horn; hat sound is dead and never breaks

Det shall these sounds be quite forgot,
though around an just and goes.'
There still remain some hearts that loved
The sound of that needlow horn;
And though the conclusion of old are dead,
Though the guards are turned to clay,

....

THE OLD MAIL HORS

STELLED FOR THE STATE OF THE ST

Eather of the lines may be sounded. Any other notes are wrong ad, indeed, impossible.

IOHN BARKER --- MY PIRST TEAM

"Hinder end." before the line, till it was lan bot for monopulation and then scenping it down with a latin or Greek german, or with that more important was colled a 'Gradus." After hexing been boilief and howeked about, nested and trossed is not hander till I touched the ceiling and borst a hole through the blanket, and was morely killed by coming in contact with the follow of the long belowing in which some with the follow of the long belowing in which some eight or ten of as slept, I was taken home very ill and was supposed to be origin end and was unposed to be origin or and

India, roweers of the method and, much to my delight, was taken away from the horrible prison and sent to that seat of sound harming and religious education called Ison. "Isberial Blona" is its motion and I helieve in one who was colouted there has ever regreited that part of his education.

mind that there was mothing like a coach and four burses, and the idea of being some day able to direct from horses was the height of my audition. I believe I used to dream of the coach and horses and the old fat coachman into whose charge I used to be given at Sambord, and by whose sole I used to be given at Sambord, and by whose sole I used always to have that dignified situation, 'the boyseat.' He was a good, kind old man, nearly as big as Daniel Lambert a good, though not at all a swell coachman, but strong as the 'mighty man of Gath,' and as safe as the bank.

I well remember it was quite a privilege to be allowed to unbuckle his reins as he got within a few yards of his change.

He drove the 'Regent' coach, which can from Stamford to London for many years. He was the first man that ever put reise into my land, and seemed to take a pitcle in teaching me the 'gentle art'. I had therefore a great regard for him. It hen this foot in getting off the coach one day, and things went wrong with him. After a time mortification set in and he died, regented by all who knew him. Door old John Barker, for that was his name, 'requirest in pace' in St. Mikhads', thurlipad at Stanford from which toom he had driven to Huntingshow pretty nearly every day.

The 'Regent,' though not a fast coach, was always well horsed by Mr. Whincup of the 'George Hotel' at Stamford.

My First Tran

Well, I felt proof of my performance allogs ther, and was paying away next at my wheels and then at my londer, to the best of my adulty, and the more I payed away the more they seemed to want paying; and were very like fusive, with every one forms who term of the more than a control of the

eldest son, he thought the propensity I was showing

Oh! when I was at College, oh!
Oh! when I was at College, oh!
When I was there
Of leaves quite hare

Ar loast so I conclude my anxious parents thought I should. I had, however, in presentation to the kind of thing. I never was found of Greek and Latin and, though I had had a certain amount of it knucked into ine at £50m and closelvhere. I never could use the firm of it; and when I was made aware that my dustination was to be. Trinity College, Cambridge, I must come I did not quite relieb the thoughts of going to selved again, for I must make my readers aware that I was intended for quite a different profession, and when I left £50m I was to go just the Guardesa thing that I resembler Dr. Keate, of immendal memory, who was in those days the Head Master at Eton, did not at all approve of for me. On "taking bases" I slipped into his hand the usual tip of a

as my septement goes at did hair most denseally Seven tots for onlinery offeness with a new rod with plenty of bads on it. I have often had, and it use to be quite sharp enough to please as, but doubt that does must have been rather than to scalled without miking very taces. I have, however, often seen a fellow take it with a much 'sang rods' or it he had been made of badder or gutta percha.

There may be some antispated Economic ble myself, will remaining show may read this, and they, like myself, may have some under the back of the dear old Dr. Kente. I say the shor old Dr. Kente,' because 'Old Kente,' as we used to call hum then, was a good, kind old man by nature, spite a character in this way, and with all a most impartal one. He would 'Swish' a held with quite as much 'grants' as he' 'swished' a lord with quite as much 'grants' as he' 'swished' a lord with quite as much 'grants' as he 'swished a lord more and the fittle, driv, invasible, the metion cating 'truj' fared, I sometimes used to think, better than the dapper, clean, little embryo herd, or agrinant to a comment, who stood in the rank of comdement criminals, 'Metion's pendentis haberna' in a more of eight or too, or sometimes even trouty, all ready to answer to taker names, also que pe to the

As our dour triend Henne used to say, 'Pallish Mors' was no respecter of persons, so it was with poor dour old. Keate, high or low, rith or poor, gentle or simple, it was all the same; be gave it us all round, whether we deserved it or not, if we were in the black list and found standing in that condemned row, and I verily believe the good little man

rather enjoyed the operation, whatever his patients might have dissight of the matter. But I am almost off the read? I could not, however, as an old Etonian refrain from paying a slight tribate of respect to one who was, beyond a doubt, the best Whip of his day—the time I am speaking of being from alout 1824 to 1838.

To out matters short, having met with a loal actidunt and having injured my hip. I had to give up all thoughts of soldbering, and, after much not knowing what to do with me, I was seen to Cambridge. When I had Impeel about on entitless for two or three years. Trinity College, Cambridge, became my destination. On arriving there, I found that the greater port of my Eton contemporaries had bett; they had either taken their dagrees, or been placked, or had lefter or had join somewhere or another; still there remained a few of the shift further of the last her to great the pro-

*Hallo! old fellow/said B--hr-nd, what are come up? Why, we are all leaving; you'll know no body here. I suppose you're not come up to read, are you? "Not?" said I, with a decided emphasis; "cer tamly not. How could you ask such a question?" How.

it to say, that the Doon most consolerately excused mad all chapte's, and, though I often were at that time, to drive the coach, I used to console my-ll in reflecting whether I were not quite as well complexed in learning to word in rathe, as those who were forced to be autition of the coach of the coach of the coach of the in a sarred place when their bearts were anywhere but there.

that it might be part of the education I was goin, through at the University.

I committee one sky as: I was going through Stamford, on my way from how, where I had been for a rought of skys on loave. I had beengit a whip with me to drive the court had, to Cambridge T was, in a high laind of day are; and, se! I ment the convers of St. Mary's Churchynel, a young sporrow was stining on a grave-stone within reach of one, thorough its wingand soluting gral from his parents. The compation was too great to be resident. I expect out pulsages it a comple of twister much let drive at him, and out his head as when of his shoulders as if it had been done with a pair of scisiors.

The why with which I performed this feat a-ratios a creal one, perhips came to a shall enteriors well. It had broken the thong, and, being a per side, I use it for a time as a gig whip. It was standing in the saseded of my gig at the door of the 'Peaneck' Irina. Boston, in Lincohadric. My groom was waiting for me max my eight Leibing and making informating from max my eight Leibing and making informating forms at the chambermide, who was in a room above. If

cought sight of me and as be tunned his lock she heaved a feather bed out of the window at him, which horrible to relate, fell on the top of my whip, and o course you can judge what happened.

GO TO ELY CATHEDRAL IN A TANDEM

once and one portionality tout of getting a mon who wanted to give somewhere, who would pay held the expenses, and who did not want to drive. I will more observable a drive from Cambridge to 135 to see the Cathestell, and the vower form the opposite of it with a friend who at the time little dream of the fate that awaited him to after years; in what was supposed to be a much safety onwayance—in more or less than the Irish Lifmidel Mail. For John Alphare the wars burnt to death with Lord Faruham and others in that diversale dott new Abergides on the Holyhead Line, when the testin was set on five by the explosion of some cadde that it was a set on five by the explosion of some cadde of performs. The accident is too well known for me

often have I thought of his sail and terrible end as. I have passed the spot. I had lost sight of him for many years, from my having been much alread since my College days; but the circumstance of passing the spot where we ascene had happened more fidich to bring the old friend of former days to my mind. Poor John Aylmor? We started together one very fine, bright day from Cambridge to see the view from the

TANDEM DRIVING TO HUNTINGDON, ET

Thurnwell' and 'Nun's little Chestrint' The latter, I think, showed great good sense in sitting down, instead of turning the whole affair over into the ditch,

A real tandom eart, with as I was then driving, is never seen in those days; and a perhaps not main in a thousant, if we many there be who must this has ever dreamt of so dangerous at conveyance, I will try to describe it? for dangerous as t was, a rould well turned out tandom, pointed choodate and picked out with lake, was a ment and a various blooking officia, and, as long as all went right, pleasant to right-quene both of it anything went verong; if your whecker came down, or any such mishap took place, you go such a 'fasher and mother of a full' as it is out of my power to describe.

bigh wheels, with a square body and a seat beling the a mail guards, or that on a harsom cut of it present day, upine studies shade, and a tool town well alove your wheeless back; no dashing leather or any kind; in fact, it was like stiting on the low of low drag. A mightly diagnous, concern, no dudied; but I suppose there was an extra excitement in driving. carriage more likely than any other consequence I can name to some to grief and yo to smooth at a moments motion. So now, good reader, as I have just you may not low, and given you proper caution, remember that you have only turn wheels, that you are up peetly high, and that if you do come down yould come drean with a run,' and very jeosdely and very probably, like 'Hompsty' of great remon, will probably, like 'Hompsty' of great remon, will never get up again.





DESCRIPTION OF RE

PERILS BY LAND AND WATE

by Water.

Thus were virious meaks of long made mercure or a reach and I do not think anything made one-beard come into more month much more than having to go through water. On the "Regent coach we seed to keave the main read, at times and go round by the 8x. Noor's paper mills, which were simulated by the 8x. Noor's paper mills, which were simulated on a flat piece of ground, and occasionally, when the weather had been what the Soorthinan calls scares saft for any length of time, the river those small takes it must be and to overflow its tanks, and by the road for about half a mile under water. Upon those ceramons we often had a pair of leaders put on which were ridden by a howskepper, not only to keep us in the right track, but to pull us through the mult and which much the road extra gummy.

I have seen the water over the askerness, and on one occasion if thely can not be early and all the seet about two old bables who were inside. Their domay may be evoly imagined, and their oupple rations to the covolumn to stop, one the water was coming into the covolumn to stop, one the water was coming into the covolumn to stop, one the water was reading. They

However, nothing we terrible took place, but I have no doubt from the water-having come over their shows, and from their perticuits egiting somewhat wet, they were not spain confidently for the rost of their purious. We on the notified, were multy as much to be pitied, for it had runnel authorit cossing all sky what that of prittless and within tenses down straight, and in adul stepses, like the water from a shower fould, which, in natural language goes by the application of straining marting-update with their points downwards. One only difference between us and the doll lattice being that which they got it from below we got if from almost it was nevertheless hardly to child the collection.

above and water below, water on all sales, licages stones by the read-side, mivishle from the discolourwater, and a deep dirch upon either side, into white had one of our wheels gone, it would have been cost of 'over you go, fen Peck,' and this withe dood rising, so that it was all but immobilies

Perils by Land.

Having described one fulle cause for nervormous or a coach by autor. I will mention run that or curred by land, and might have been another case of every going on Jone Peck. On the arrival of the 'Negori' couch a Wanshoft one fire summer's exeming. I estimate the 'three links bays in their datal great Cults' were returning frome for their hiddilys from Eton. We changed as usual, at the 'Haywork' links, have been a summer and send remains a summer and send remains a summer and send remains dataget their in they were quite fit for any gent theman's datage they were such a shony lot. 'Young Percival,' as he was then radical got upon the low, and as his horsests were pretty first, they do not and as his horsests were pretty first, they do not and as his horsests were pretty first, they do not and as his horsests were pretty first, they do not and as his horsests were pretty first, they do not as

worthy plak, proposed to tackle their again land of John ball net sawn to see it and side Commonweal formed, come, come old trends, this will never doe, you'll have no over And so after which the same of the same years with the constraint of the same years which have no more And so after saming a short time at the done just in gife bits horses time to come to their senses—which to a certain extent they had done in the skirmings—were started affects, and under his guarantees are mounted the distance and good after to come than too. It was a read touch and go all and to come to me, the same common the distance and go all a four to come to me.

November 1834.

It was not very often that one not with also agreeable company, outside a coach term the facthat coaches did not rotally carry the of mobile and the class of roughs that sometimes are to be seen in these railroud days in a third class carriage, or in an assurasion train. The class of people that are moto be seen making excussions everywhere from the

In or about the month of November (834, I got upon the 'Albion' coach, which ran from Birkenhead to Lemon ar Whiteburch in Shiejahar. There was no one on the low see up 1 got to the side of the cocchinan. I all not at the moment take much milities of the passengers, lot I resolber that the day was cold, and they looked a rounglish lot? I remember that I wondered shy there was no memorable the see a very unround thing, for the low is, and was, and I suppose always will be, the sort per confiner of all wests on a coal all sets of a call when the

got soft said the ecodomic. Not Tearl City Jone, and according to the said for the property of the property of

During the confusion caused by this accident, and whilst another coach and coachinan were being go roady to take them on, some of the convicts contriver to get files and other implements from their felends, and in a most artistic way get their handsofts into seak a form that they could get them of whom they chose. They had made an agreement that at a cer unin signal they should set themselves free and spring upon the keepers. The they did in a long, straight left of road not far from Dumblanch. They never powered the keepers took their specia bashedids, which they jut on them, and juid the same attentions to the condition and guard. They then out the traces and let loose the horses, themselves, making the best of their way across the fields. The greater part of them seen extaken, but the true guithmen forgers excepted.

THE SPEACOCKS AT ISLINGTON

CSS anyone Go alieve in the year (S) who could slap it shad upon it will all the hale cave sent it shad upon it will all the hale cave sent a real fire "Charlie" in his world-base, with his horn laterer and his rattle or heal beam in a real old base, ney coach before anything in the shape of a call of any kind existed? Blicker on, I have both seen the real old Charlie with his horn laterer in his wanthbeas, with his rattle stack in his belt, and have "ridden" often in a real old backery coach, when it is prior of worm out dog houses, similing of 'King Broast' and sommations. I fear, of 'sudjects' taken by the 'body smatchers,' from some churchyard to the hospital her dissection, and for the transport of which a lackery coach was just the thing.

the Charter House, have I and others let down on nightcaps (for all wore white nightcaps with a tasse to them in those days) to the old Charlie at the corner of Wilderness Row, to buy for us tarts, plants apples and other contraband eatables, which could only be procured by stealth, and by no better means than your nighteap and a string let down from the window with a sixpence in it for the Charlie's trouble.

But two in these days can call to mind a real forgomonting in London in winter under the influence of such lampdight as there was these. Gas was in its inforcy, and oil lamps were still herming in most parts. Only farray oil lamps in a thick London fog in the middle of winter! and only here and there a Charlick who was oftener than our adopt; in his watch loss, to protect the liftish public! "Hobbies" were not lorn in those remote days.

We have chartered a hockery coach oversight, for which, being warded very early in the morning, we which, being warded very early in the morning, we have to pay on extra face as a matter of course. We will proved from Harley or Wimpole Street, the most fashionable streets in those days. We make the best of our way to the 'George and Blue Boar,' Hollison, from whence the 'Regent' coach starts at sky videa. There is a thick fog; and, after growing along in mearly outer darkness for an indemnit length of time, we at length turn into the yard and not the biosuse parts of breath from the borses, the cattle, and the sheen,

Having achieved the Peacock at Istington, a signt only to be seen there, and in those days, awaits us. A noise, I will call it a "somus quadrupedans," assaibyour ears, as coach after coach comes up. All coache-

Cartweight of the 'Vork Express,' exchange greetings; and having had a glass of run-and-milk, off we go again, the 'Regent' I Stamford, and the 'Vork Express' through Stamford to Vork; the 'Regent' I being due at Stamford to York; the 'Regent' I being due at Stamford at eight the same evening, and the 'Vork Express' due at Vork about review hours afterwards. On a fine day in winter the journey used to be quite long enough, but in each or some it was almost use long; and often have I thanked my stars on arriving at Stamford, wet through, and cold to my very lones, that I had not to go on to York.

WELLYN HILL AND OLD BARRES

you do if again." The horses being to cand our trem. From lexing hold of his reins and his foot upon the wheel, he just observed, "No one going to tally, as? and just upon his low. As some as we were off, "Well he was wounded civel for hole side! Term: "but as said before, he's a cross-grained, three conversed of begagar at the best of times, and if I could only cater him lying dreats in the road I'd man over his old not, and kill him, blessed if I wouldn't. What business had be to be walking up the hill? I suppose he thought he should catch me "shouldering."

EXPLANATION OF 'SHOULDERING,'

coach it may be well to describe what the ten 'Shouldering' means.

"Smoothering, or carrying, 'smoother stakes, was this; 'Thrie Passengers,' or any passengers getting on to the coach at any inn, or change, where there was an authorsed booking-office, were entered in the way bill,' and the proceeds thereof went into the pockets

our triend would again resoure his soat, and at the most form or though genform the same anticks," till he arrived at his destination, when the coalman would take the five shillings and what is called 'Swiff the Monday' with it, and thus so his little his of 'Shouldering,' which upon some eccasions was not otherwise that a portiable toale. But it reprints a little caution, as some of the 'Shoulder sticks' wave occasionally not 'up to the time of day and it they were angleward of such delays, the indexper would be a bit supplicious and be on the lookson. And if anything was found out the cochuran was severely handled for 'Shouldering'.

THE CROOKED WHIP AND TOM HENNES

at we have come to our first change at Barnet,

and our fresh tram is standing ready before the door of the 'Grown Man'. Whilst the horsessare being put into the coach. From and 1 ship into the bar and age a glass of man and mill, which the portly barmaid has always ready for Torn for though a married man. Tom was always a great towarde with the Indies. You, good reader, may not be aware what mun and mill, is, and the wooding effect in the open an empty stomach, is, and the wooding effect in the open an empty stomach, The composition is simply, southing, and at the same time exhibitating, and stands thus: A tumbler of spatie forsh mills, mor fair lump of sugar, two valde spounders of run, and just a thought of nuturing granted on to the top of all.

Now, then, sir's says. Tom, 'you shall work this sage; ratch hold of them, and toon't be the appoint much the old mare, or shell kick the hoot m'. Away we go, and instass we had got out of the tions. I say one of the worst croppers! I eyer saw, or ever with to say again. I only wonder that we had not to attend a corner's much. The case was this:—

An old man was driving a cart, and was sitting on the side rail. It was rather early in the day for him to be asleep; but he was asleep, and I suppose his





the near side bar, and just reminded my leader that he must do his share of the work, 'where did you get this stick? It was a real beauty, with a crook





could get a charge. Well one sky I took my whop from behind the short, and found that it was broken. I put it back again without his seeing me, and took his and if you'll promes me that you'll take it dean out of the country and never being in time these pure, again, III make you a present of it. On these terms. I became the happy prosessor of the higs begred stack; and, though I have driven hundreds of miles with it on other roads it has never been a single mile on the London side of Stanford.

TOM HENNESY'S ACCOMPLISHMEN

ing was half gone. By the time you had got onequarter of what you could have recommed had your mouth been in cating trim, and your hands warm crough to handle your kinde and fork, the crachmanwedl put his heal in, and say. 'Now gentlemen, if you please; the coach is ready.' After this summons, having straggled into your wet prest can, loand your miscrable wet weapper nound your miscrable cold threat, having paid your two and skipeness for the disnor that you had the will but not the time, to eat, with skipeness for the waiter, you wished the worthy. Mr. Croucht good day, reading thin the half-crown he had polared for having funct so miscrally, and again mounted your sext, to be rained and sonwel upon, and almost frown to death before you reached London,

THE SIX HILLS AT STEVENACH

'You look cold, sir,' said Tom, as he turned round a bet of a glass of brandy and-water; and I suppose the furthest apart? There was a slight difference but not so much as to be very perceptible. Well, I'll bet you a glass of brandy and sharer, conclinant, that those two,' pointing to two of them, 'are the furthest apart from each other,' Well, then set' said Tom, york'e bets you bet, and we will have a glave self at the most change, which you shall pay for. They may seem so, but the port and the last are the furthest apart, are they not, sit?' Why, of course they are,' said the guidenam. Then, sit, you owe me a glave of brandy and stater;' which of course was doly accounted for at the next stage.

TOM HENNESY REDUCED TO A PAIL

HOW TO 'FIX THEM

I remember once Letwich Buckden and St. Neot's, on the North Road, that a brown mare with a tanned horse had broken his thigh, which proved to be the

happened. I well remember that on both occasions the day was broiling hot and the dust ilying, so that there was no extra draught from the road being had, nor heavy from rain or wet of any kind.

THE WORLD CAN'T GIT ON WITHOUT HUMBUG

SHILOS cneese cannot have much to do with coaching, you will say, but still it had. For many years the Siliton cheeses sold at Stilton were more in number than in any other place; and though not one of them was made there, they were supposed to be by those who knew no better.

Houtingdom and Stanford, and there were somewhere about forty two coaches and mails passing through except thro

on a tray to the passengers on the coach, saying Pray, sir, would you not like a Stilton cheese to tak home with you? that the said Stiltons might has been made at home.

Mr. Chale Justice, darlint, now, 'did ye ever see the like of that?'

tershire, from which county they were sent to Stillon and were sold in great numbers to those travelling or the Genat North Road, which in fact was the roaeverywhere, and hence they got the name of 'Stillor cheeses.'

I consulter one slay, when on the could with an old under of mine, who had fixed in Leienstershire a good dool and hired a place for hunting maze Melton, that the said Mase Worthington, as was her usual custom was personning him to buy a Sillion cheese. She source that Silion cheeses were all made at Silion to main it was with the greatest difficulty that he could persuade her that she was going fact to the desel for telling how and striking to them; and she was a little tabou abode, when he said, «Why Mew Worthingson, you know perfectly well that no Mew Worthingson, you know perfectly well that no

from, I do verily think that a Stilton cheese in

I had almost forgones the little anecolor of the good Miss Worthington which follows; and though it has no more to do with aroual exacting than Sidton cheese, it may amore. Two old lidy relations of mine, chancing to stop a night at the hotel in Sollow, on their way from I ondoo to Stanford, bedong a little rehematikly; in the morning, a nawyold balls are as-

KITES OVER MONCKS WOOD

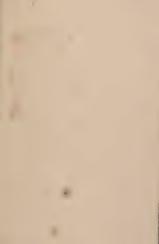
Lites the 'Engled tail Kyte' 'Erlan Milan' Lin

how in a few years those birds have become almost extinct throughout England. I have not seen one for at least thirty years common as they used to be in the days of Stilton cheeses, Miss Worthington, anthe old 'Stanford Regent Coach.'

THE LOUTH HAD

'WHAT, DRUNK AGAIN, YOU LAZY OLD BEGGAR.

kind of stables, or barn looking editice standing all alone by the side of the road. A step ladder stood





unusual one to happen to a mail.

7 GO TO THE SEAK THE MOTULATE KOLL

broke dominant poor Jack Mathens, and another man were killed dead on the spot. A friend of mine and his som, Mr W. Wymne were presiptanted in the rail way sarriage that the rever Doe. How they were got out I foreget, but as I have some my trend W. Wymne smore I happe the was not killed. Door Jack Mathews would have been safer driving the 'OA's worth in all probability, for the was safe prity a conclimant as ever had four brews, in hand, and was alregether a good workman in all respects, always as smart as a new pla."

SHREWSHERY.

and your reins in the other, and if you could not use

the sligs must be made by some means to do the pase with the others. Elevan males an hour, anduling suppropers, statis for galliping at least the greater part of the way. The theory of elevan miles an hour and the practice are two different matters. I have done foreign or interes miles in the hours, but to keep up eleven miles an hour for eighty or ninety miles is a somewhat scrious affair miles your cattle are very good.

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MR. BICKNELL AND HIS HOSSEL

Williams?

REGGE, do you know the London and Hidyland Resul? If you are old enough to have tracelled by that capital conveyance, the Hidyland Made you must surely remember passing now to Capel Corig the famous (Capya) Poul? or dot, as we should say in England. It is a perity spot in summer, and whise the folding season has commoned for in the winter months in equate the reverse, and with somes on the bills, some falling, and a cold wind blowing from the month. I know in place mush cold wind blowing from the month. I know in place mush cold wind blowing from the month. I know in word in mage when cold let me better the place mush colors and does and their that you would image where could be me bettern to it, the rocks above it looking so grey and cleveless, and the mountains all covered with some.

floating on the blue waters of the deep and chilly

truth. I was pretty much need. On arriving at the thinge at Hangur, I nevertheless expressed my sentiments to Mr. Biskuell, and endocomend to make it appear to bine that it was hard to give nee the sack's few what was the fault of another. Mr. Bikkuell regetted that we it was and so it must be said it was an unfortunate artir altogether but gave me to under stand that the law of the Post Office was like the law of certain Muelss and Ferskans which altered not.

Where is Jack Williams?

Sout time after the perceiling anecdote headed. Ogwyn Poel, I got on the mail at Oswestry to go to see a feiroul in Andrewy. The journey, bungh not other wise than prospersous was far from pleasant, leving, as usual in that latitude, wet, and vinsly, with skeet and some and extry adomination of foul weather that could blow out of a Wields sky in the mouth of December. I never shall forget the wind and steet and sown on turning the aforesid course of Ogwyn Pool, as we wrre doing our eleven miles an hour; such a

.





there seemed no one of the horsekeepass competent to perform this fact. Soo, at last, M. Bakoull, partial, on his most atfalle face, said: 'Mr. R.—., sir, sail you be so kind as to take them across the hidge.' I shall be very much obligate to you fit you sail 'Oh! oh!' said I, 'if you are going to be obliged, or anything of that kind. I don't mind obliging you. Mr. Bisknell!

It was altogather one of the best seems I eve seen, and many a time after dot we have one filling jake at Mr. Bicknell's expures. Well, as seen a Mr. Bicknell had made hos wishes known, I not the mail across the Menai Bicknell, and picknell yel-(Chack Williams, who had finished his picting, an was beginning to someler what had become of the mail. I dreve Mr. Bicknell's horses to the halt was house, where my change was, and I get down an went to my frems house, when I had arrive in time for dinner. Mr. Bicknell horses. No one horsed the mail better than Mr. Bicknell horses. No one horsed the mail better than Mr. Bicknell and his 'spicy team of grays' were not to be surpassed by any on the rend

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PETROL OF THE OLD PROMISE

am glad at any time to meet an old-schoolfellow. It I am sorry to hear all you have been telling me."

Well, we went our talking over old times for a long while. At hest I could keep my own control in longer, and let out to him the real state of hings, and that I was only an 'amateur'. I let sury after wards that I had not move persone of mind, for to a certainty I should have drawn him for a socretion, or something in gold. I got off the mad at Oscestry, more which place I then leved and he want on he way rate. Lendon to India, where he may be yet be magle I know or or he may have hid hower in that fareful lead, for I have never seen or heard of him since. The whip that I drove with that day hangs in trout of me, with about twenty others. *Protone virtuits mounts.*

THREE PLINS WITE AND A ROLLE

As, that goes by the name of Amountlands Vine de Deats or some such mixture which in reality standbet tength mixture' and goes under the name of yield sherry? all those held the superiority over the front, and cold, and smort or rain or wint or sharreys included weather channel to come, and hald of finite to them all. A light hour and a same overcome for me mothing to wish for as I draw up to the door of the Cross Keys, where the goes I handlad, Mer-Lloyd, of that then well-known into hall always a glaw of runnand milk ready for the coarbina and ugunt who are even now arriving from Shresholmy.

whose name was Dak. Wakers what have you go believe? 'as the team was being put to be 1.5 see that they were trash to me. Why, what I have you here?' as the team was being put to be 1.5 see that they were trash to me. Why, what I have you here, sir, I espect you'll find out if you're going "to work!" this morning: there's four bosses. Just they've only got two eyes amongst 'on, and it would be quite as well if that horse had not any, so far as I fanow, for he makes shocking had use of them, at times I can tell you, and it's a g od fold it's shylight, for I'm blessed if any man outdl keep his time with

. . .

however, an uncommonly strong little chap on the

.

THE THUE LAST TEAM TROM THE LINES SEA

them, but they would stand no noncourse, and if once put out they could be authoral enough. The distance from the 'Khing Sun' to Gormon was sky mbe, and the time allowed was twentysik minutes, in which time they tild it with the greatest case, and merrily as criticists. They could all but by If any one of my readers has a team that will do the six miles in the time -1 mean varbout a tench of the whip—he has a good beam. Let him take out his watch, and try what the pace is like. How few there are that are judges of puce 'but this is a matter or knows, ledge that is very useful on a fact coach, and indeed I may say a "same pul mor" on any coach, whether fact or slow.

I committee, now some yours since, going about to Greenwich with the F. H. D. C., of which I can said a homble member. I had four real hard mountable, pilling old horses, who all wished to go first, which is a great mission. The could that was, in troot of me was spike, and spin, as was the vondiman, and the team was a learning on "boads and talls up," and their knees almost briting their months, their action was so the and candy. After dimer, at Greanwich

VICE BUILDING RECORDS AND TO A SECOND

MICH WHITEIUS OF CHILDREN WOLLD OF THE CO.

but you must know which or them is called the is a said which would be the best for a gentleman to stay and which would be the best for a gentleman best, and "Well, introd", and Jade, a best, "Hi will you know it is. Should you wash to get doma, goo in Mokand's. Spenner's saive a good min for I have had many a good, mutton chory, and so forth our landing treen the steamer. What Mokand's was I cannot say, but I specified whether Mrs or Mrs Mokands or who ever bept the said into good livel very must futured by Jack Williams account of what a person going there was to expect.

HODOSON HONT BEAD MY DARCE!

HUBELTER BUTTOOPT BARRES

he had on. Both traces were gone and his compact

chain cable; but start he would not till he chose;

DICK PROPER

chap, quite the cut of a dapper little post box which

that at times, at dusk of evening, a rumbling of wheel is heard, and that the distant sound of a mail hor may be heard, and the form of a little man may be seen with a fishing roal and busket wending his wa

and best appointed coaches going. It was horsed by

was spite a new dolge to me, he was unted to the performance. I must say it was very next, quite a next thing to do with a heavy load of passengers and loggage, but I believe it was the only way to get into the inn yard I'yo came up the Wiye Cop. I believe other coathes coming from the Loadon side went in the lock way, though they came out at the usual entrance.

OVER THE MENAL BRIDGE.

With you drive the bus over the bridge, sir ? "

day or another, water may not have its turn and that the train and everybody in it may not go down with a wudem crash, and be found in who wolling. It is, too dreadful to think of, but will I always remember it is possible, and when I go that road I never leef or quite the thing. Will I am safe our again, and into daylight on the Anglessy side of the Straits.

MAIL-CHESTER AND HOLVHEAD

I at st. now take you off the great Holyhead Read and 'the Holyhead Mail,' and introduce you to the 'Chester and Holyhead Mail,' which was a night mail.

The mail from Chester to Holyhead did not keep the same pace as that from London to Holyhead, through Shruwshary and along the great Holyhead Road. The pace, however, of nine miles and a half an hour including supopages, was 1 used to this, epite fact enough for a night mail; the road was not so good as the cell Holyhead Road, and the mail was not so well horself. The road generally speaking was not so well horself. The road generally speaking was rather marrow, and in many places full of twiss and torse, with some sharpish hills, and on a dark inglet in whiter you were obliged to keep your eyes well about you, or rather in trout of you, and our friend in shout you, or rather in trout of you, and our friend in shout you, or rather in trout of you, and our friend in





todigates must be open, and to advise the drowy cutters bagging coals (for there were several collines; in that part of the world) that the Chester Mail was on its way to Holyhead, and as these coal carts seemed to ply more by might than by day, it was sementimes "booch and ge" to accord spilling the coals or upsetting. Her Majesty's paper cart.

Chester, at eight o'clock, as they say in these days, '8 r.u.' It was in the month of November that I met the mail at Chester, to go and shoot supes at a friend's in Anglesey.

The mail was standing at the Pearlier's door, busess to, and all reads for a start. Are you giging with us this evening? said the guard to me. "Yes," I said, "Why? Is it a very extraordinary thing?" "No, sic' said he, but I'm uncommon glad to see you to right." What on earth makes you so purticularly glad to see me to night? "Why, sic to full you the trulk, said be, "Whitercham's among feesh, and I'm sure belonot fit to drive! "When is be?" said. I. "Oh! here he comes, sin' and so he did, rolling along like a sevenity four in a calm, or as a the get notside now; I aren't used to this. Well, this is

cave the Lawyer behind.

Misfortunes never come singly, they say, and in proof of this, now that Mr. Winterbotham is pretty

me;" that be was a solidier at Cornervon (which I beld him I was fully aware of), and that I might depend upon it I should hear of him again. He was of course, very solly all the way to Rangor, where he got off to go to Cornervon. Whether he ever arrived there I never heard, nor did I ever hear of him again. The evidently for that I was right and that he was wrong, and, kaing hourd the old saying that observing was the better part of valour, be dought it product not to show fight, and, putting the affoot into the jipe, had a quiet smoke, I conclude, when he got home.

ISALI I STAMP THE PROTECTION.

(11) (on dy) said old John Sott, as I was using all yar to Isal up a tot going up Pennaen Maar, stan't let cun bear the whipe or you'll never get en up at all. I've tried them all manner of ways, and I've found out the way at Isa't. "Well, low's that? said I (viff you've found out how to do it, you'd better take hold of them, for I'll be banged if I can get take hold of them, for I'll be banged if I can get take hold of them, for I'll be banged if I can get take hold of them, for I'll be banged if I can get take hold of them, for I'll be banged if I can get take along back which was all not be to be a back of them. They were real sticky brates, and when you list a backet your whoelers hong back, and so all round till one get fairly tired of picking into the of picking into the open fairly tired of picking into the picking in

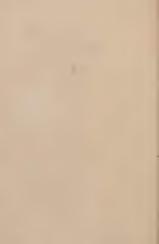
let me stamp the footbeard. "Stamp the footbeard, said 1; what will that do?" (Wait a pin? said John Yout a pin a) on sail we'; and suiting the action to the word, be played, a sort of rotator, ratarate attacht with both his feet on the footbeard. Up to their collars they sprang in a moment, and off we

to stamp away they goes like fun. Oh! indeed I

A worthy, good little stout made fellow was John Scott, a regular little Welchman, whose B was sounded like P, and when he said shall pronounced it 'sall.'

We will now go down Penmaen Maur with him and you'll see how John used to get his glass of ale and his pipe, with the guard, at the 'Jolly Herrings





at the bottom or Demmas Main. Swind, row along, said John one day. They flag for fine down hill, and I and Wallace, the quoted will have a glasses of all and wallace and a pipe of bacer at the "holy Hereng, they flag polarism down hill without my sample the footboard. So away are word, I thought rather too fact for downhill, but plots hope asymptomic mileng, sand 'our along,' and so I did til we arrived at the said read-side into or porthone called the "Jolly Hereing." There was all downwisted, and John Sout, Wallace, and I sat down regularly to our glass of all and types and hones.

The worthy from informed on that he and Wallase did this pretty much as a matter of counse if he had a "light mull," which meant no passengers. I I don't know whether the horses must be see the joke quite in the same light, hat on these excasions they always get their mouths washed out, and stood to get their bounds for a few minores. What the authorities at the General Post Onice might have thought, I suppose, never entered John or the guard's heads.

CRUETTY TO DUMB ANGULAR

*Unov my word, said a gentleman who was string, bead Mad up 8x Georges Hill, dose to Kimuel Pack, between Abergele and 8x Asaph; "upon my word, if's a shame to pointh hores so, it's downight enough to flog horses in that manner." It was what might be called creedy to dunde animals; but what was 1 to do? I had to Keep minds and a had an hour, including steepages, and 8x George's Hill was doon as steep on a church spire, and a long hill into the largain.

My team consisted of a lot of old screws belonging to a Mr. Green of St. Asaph, who horself the mail, and was famed for beeing it worse than any man on the road; they were as sticky as troude and hall hides like a rbinocroes for no amount of ideallic throug, or anything I could offer them had any more officer upon them than it would have had they been made of indiarrabler. It's a shame, by Jove it is, solid the 'gent', and it ought to be reported to the Society for the Prevention of Confly to Anima's. At this remark Chaffie Harper, who drove the Cheste and Holyhead Mall, and atternants was on the Lon don and Holyhead Mall, seemed delightest, and said 'I wish you would do it, sir, I wish you'd inform the booking, you'd do a public service. If Mr. Rey, marboard did not home them. I should have to do it so it comes to the same thing. It is a shame, but what's one to do? The time must be lept by some musts, and the Pset Ottone I share say, that'it care who tump, Mr. Green's houses so long as the mal keep for time. Some time after the occurrance the said Mr. Green was informed against.

And to the doight of Charlie Harper, and a others who had to drive Mr. Green's bad horses he had to pay something considerable, though I forge what it was, to say nothing of a long reprimand an jobation from the 'Denbigh-hure Beaks'

It must not be supposed from what I have said that all the teams on the Chester and Holyhead Road were equally had; there were some good ones, and .

had it not been so we could not have some our time and a half miles an hour, for there were some stiffed patties along the road, and some of them so much so that our 'Fréend in Rol' would at times take the opportunity of storthing he keys you more of the strepts of them. The road I am speaking of was not like that make by the great 'Telford' through Shrewslary; where every yound was truting ground. There was lowever, mothing invariousitely to a good team, who statis, their tots well into the ground, and 'three thorr hearts' into the work they had before them.





THE ST COTHARD PASS

I west ask your indulgrace whilst I take you off the Holyhead Road and transport you into Italy and it St. Gothard Pass, where took place a series so terrible, and which might have proved so dreadful, the at this moment I dread to recall the occurrence to minind.

Soon after the seem with the Holywood and Chester Mail shear the gentleman promotined the treatment of Mr. Green of St. Asupkis horses to be a fitting subject for the attention of the Society for the Prevention of Crusty to Annuals. Life England, and went rad Switzerland to Tally, and got as for as Rome. Before Gaving England, ledge full of visions of delving my own coash all cover the world. Liought a large yellow couch a regular string and fourthoose batteess. It started with my family, meaning most fully to happy houses on the other side of the water. I gove, however, to imbastical and my pokeds got few. . . .

a Britisher' that I would not sell at life-tailed my her ness. What to deal into a when I had at gain knew not I had used in the last of the life and the cash to pay for them, and so attemble the man I had been and I can be interested formers all the way back to Fingland, an when I got home had it made up into two pairs o pale horse harmes, all a decrease two pairs of harmes it was to me. Well, off we started from forme will a volution and more of the back they were nothing else, for Walan. With our pile or large and ourselves, and our children and security we were such a boal that our course mothing else, for Walan. Walt our pile or large and ourselves, and our children and security we were such a boal that our courser meeting ign my bujuing a fourgon. This I did, and amony we went.

side of the St. Gothard, and just before we began to descend the Plass a German gentleman, who was posting with his wite and children in a large eyen calabiway very arrivans to gase us; but we would not allow him to do this. His possilion kept pressing upon useful we got to the top of the St. Gothard. He was rather amonjing to us, and we begged him to desist. The courier told him that as we must be in time for th boxt at Flucilyn, which is a village on the Lake of Lucerne, he would also be there in time, without making himself disagreeable.

and one the procision, and in half a loot more the corriege and all would have been over it. The poor mail had been thrown over the wall on the more side, and had borr her ha, the rims having been entangled much one of them. As seen as I found that the party in the salash were all sate and that I could be unding to assist them exact sending a corrigge to take them down to the init at the bottom of the half. I put the poor much into my courly and note her, to the init. I put the legit into a black of hot sates, and slid all I could be her till her master and misteres arrived.

I shall mover longer that sean-scalic calable deals, ing with an isotogen or which my dilition near, the calash rolling from alle to sale of the real, the someon inside servanting the poor brokard in a trainis state, rolling along, the roat after his wite and children, with his bands clasped and such a look of dopoid as I hope mover to see agoin. How the horses had managed to break away from the carriage without openting it is a period moved. The shack, at the pace they were going must have been rememdoes when the whole time agoingt the stone post close to the edge of the jumping and had norm or the sphitter-bar. This was, no doubt, the skatanov at those in the called, and on boding down the suggeroad the four linears were to be seen many than a unite away, boding no larger than bar and significant, boadlong round the turns or the mad on their may be their stables at the and at the lattom of the Sr Gothard where we bound them. We stream of the Sr Gothard where we bound them. We stream all the pion lady's made, with her spound and badly hemiod beg, which boddy was the second on the machine, nothing being broken. The guideman I have as we membrane of an all particles to the mixadian, secupe of his wite and bards, his bodd a small shrine or chaped on the spect where the same task place.

get validy hack to Irighink not without much regret. I decided to sell the old system conjugator of my tracels. It was a very gend couch, and below leaving Fingland had cost me (1) sweerings. I thought that no out or people would like to losy the article, and I beld out stortly for colar pounds to it. No one seemed, however to want a I com-

mer. He gave me a cheque for six pounds, keeping the shillings, as is usual on such occasions, for the firm of Tattersall and Company,

So ended my yellow coach!

"SPOT" AND THE 'NETTLE' COACH.

and I, however, became the greatest friends, and after our first drive he never pulled an ounce, and was one of the finest leaders. I ever drove, if not the

1 NETTER \$1 700 to

GAMMONING THE WELCHMA

It happened thus I was drain; the "Nettle"

har with an excuse to ext a halo for a cope, and there, spend on a clean white tabledoth, were exident signs of my argumantum of year-day, can up and boding very like very mer part. The data take it has it beyon surely host full pays on a Smulty has been a smulty in this country. "Any ser, said the soll for Legar six a give that me with a find by or an action year-day, the could were over a said falled or. But it will make a very nice but of peak for all that, and I denote see that it will be much the source, they had a new perhaps opine so fat as it might to a fall in the number of the peak of the solution of the solution of the solution."

Did the coach rodly laft the page "coil 1.2 despipose that it was all the conditions forth, and that he was driving too fast, or constitute of that kind." "Well, no, sir., I don't see how anyone was to blome the fitting, he said, "To be sure they to reace lat seasotimes, the "Gold," and "Nettle" do., but I don't see that the condition or anyone was to blome hat the pig himself. I'll rell you how a was sir any massis officialises gives the pig a big of victuals via side that rail which you see is badon," joining to a part of the ganden frace which rai up close to the

The seamed automided and not a little pleased at the transaction. I lived my friend's house for three or four years, and often are I present the tills at I went in and lit my digut, and had a little chair about the 'gentlemon coadman' furning peak butcher. I need not say that during the time I lived there we were soon transles and often as 1 done the quick through the toll bar when he touched his hat to me I acknowledged it by 'Mind your pigs' Just a I am finishing my story of the pig at Llanymyned toll bar. I see in the 'Limes the following as

*Actions of a Ratiway. A signalman in the employ of the Cambrian Radway, named John Whitington, was cut to pieces by a train near Llanymy neck station yesterday afternoon.'

the pig catastrophi tool, place, and it is what its Vanders call a raution that at the time Lam writing of the 'Nettle' coach and poor pig I should see the familiar name of Llanymyneth; and read of a much more sad accident on the railroad at the same fatal spot.

*PETER HILTON' AND THE STRANG GENTLEMAN.

me profits well. The facts were these: Peter for

PETER HILTON AND THE CTOLOUR SERVICES

sully as he could look, and he could look it to perfection. Off we started, a borrid day, I well remem my teeth, and the rain driving up the road, till reins whip, and everything else were as wet and soddenes as if they had been boiled or were made of tripe,

the country, so, as you did not do it, you will

...

wrong, there being no one on the coach, pulled

THE REASON WHY HORSES GO BETTER

It was about this time, let now so long sinus about I forget the sext year, that I warn over to stag a night act. This Homour's to meet Sir Henry Extons. I mean the Sir Henry Peyton of old, with his yellow could not let be self-to the sext deep. The would, in these days, be called one of the OHS whood, and slow, so he might bee Just he was the picture of a more on the low, and though he mover three very last in o one have being what he was about that "Sir Homy." His horses were always better put together than any other team, and he was all over a workman. He looked in, and his looked if not belie him.

We were sitting after dinner discussing a bottle of Raike's port. Sir Henry was a log man and liked the better part of a bottle of port, and Raike's port in that day was 'nulli secundus.'

"I don't know why it is that horses always seem

make it out, but howe, always seem to go letter at night than they do in the day. Eve tried to acrount for a lot I rever could statistically. "Why I am surprised at your sold fillly, "do you mean that you roughly don't know that? "Why of course! John Said "His Homon" or I should not ask you. "With them," said Hilly, "do you want to know the read reason, it is because you have had your dismer!" Of course, this must be the covers, and not a had one either. I remember provide Sor Heary was mightly pleased at this bit of internation.

CTUE LODGE HILL

gates. By Joys I must soring them a but I will

Reader, did you ever 'sup off perk,' and have a nightmare in which you barated you were origing alon; pleasantly till all of a labba ye came to a hell, which gradually give a damper and teaper as you want up at all your bound-stangeled trousturp of and set it came store and storper, how strongled and streak their time into the half, serambling and string glang all it becomes on top that yoursere healify additional top to the strength of the healify grant great the hell gratuaty may could more perpendicular and a fest there was method; to be soon hat the horizon down you, and down they all came with a lax strangle and as horizon and union you. If you exer have "support of part," and not not show an integration as to produce such a inglittance of you have fit this this was something like the kind of teeling in going up the Lodge Hill.

But jour will say, pathops, Why, if you found that the couch was retrogating form the full, and if, our account of the coveringing editors, you were made, the to use your whop, and hosp your whoelerscapes about work, why did you not part on your parent lovals, to stop the couch. I of the Li account, in those days there were no such though worstond as patrot broades, and it there had been I could not have found hadson use one. I had only two kinds and upon the occasion I.

Never let anything tempt you to put a piece of brick under your wheel. I one saw this done in a town where there, buppened to loss a brick close at bind, the pressure of the whord and the weight of the coach broke the brick, and we were very nearly basing an accelor. I think I here you say, Why, a man must beau burn food to think of putting a lost under a coach wheel. So he may, but I've sever a done; and what is more. I've sever a lot of coal tracks on a railway whiting and on an incline only somation by a piece of brick. I mentioned the subject to a presery and a lost way will regard to the coal process and the preserve and real two visits of a lost of coal tracks.

is, a useful thing, if used when messay and vide moderation. But to see a mun or a coach pumping away at his boats housile, as fur was viling a totaler, away at this boats housile, as if he was illing a totaler, or a stableyard, absence there is a little pitch in the road, and his baders, with their traves as right as the string, on Henrissin's double laws folding influig down bill as if they were going up is not workmailde, and is enough to call the sparts of the Hory, Dayson and his greys or "His Homore" (the Homorable Homas Kenyon) and his chestrate, with their yellow coaches, from their resulting places.

If you will kindly keep your eyes about you good

reader, you will persent that adult. I have said to a fact, and that to and a pitch has the putent leval, come in these days that many a gentlemans couch man, not content with mong it air every little pitch lang the read-positively pitch it on when the public upon at the hall-bloor on his arread at home. How he manages in I hardly know, for as he generally havebe remis in two hashs, he neight to have at least three to do it motily. I have that my motions of the putent break may appear rather antiquated to those of the personal day so I will say no more, but crace their forgiveness and return to the Road.

THE STAGE COACH OF OLD, AND THE LOAD IT USED TO CARRY.

contribution of the present day leave no does at sharts contributed of former lays ware. In could have no ideas of what a coach was obsumed to carry, unless he had been what a coach was obsumed to carry, unless he had been there to see: In the first place, there were four unless and tractive out, exclusive or the conclusion and egund. The first boot was fall of small pariets the hintle for was the same, the root of the coach was plack up as higher at could be to allow of it passing unler the arrangement of the passing unless higher and coach, because of the passing cares, hampers, and every description of higher brightness and coach passing out the sixteen prophershow over curked and extract bargade up and hanging over the sides of the root which was all covered down within targoids, and security strapped down with a layer of the root which was been with a based before step in two womenful to the head of and womberful to magine how it could all be treased away.

On the very lampurous you would often see game

Leep it right and upmarks; and I have often condered that there were not more accelerate for at times, in galleging with a top-leavy load, they would song a loft, in spate of all you could do to keep thems steady. There were, however, as I said before sometifully deep eachileries, and I can hoppy to say that in the many hundreds of miles I have travelled by them and driven them, I never saw a couch turned over.

SMALL HAVE THAT HAV BE DESCRIBE

FIRST are a few small how that may seem almost uncless, and which many said as everyletely limits but which houses r, are not known by held those and show move defects or about the feed, and they said trust, excuss me for suppressing that they do not know them. There are many little discless which a gentle man with a said belook, so must norm in High. Park has never had, not probably ever said have, a chainof knowing.

I will begin with some. Never get into, mosco, mosco, my care prossibly keep cut of our in. Dur if virial column to get into a seeign, take care to get out of it was it. Discretion is the better part of whore I have been and I believe it to be true, there is, me gont art required to get into a most for their is summitted, and the prossibility of the property of the column their interest much oblitically in keeping out of one. I have more than ones seen a feel hardy fellow under the inthusive than ones seen a feel hardy fellow under the inthusive of securiting stronger than insertand wasner get into

'a straid when he might have kept out of it, and their with all his dash and swagger, cut up as help best and aground to how to get not of it as if he had been 'a born foold' which very probably was the case with him. A coach is a stangenous thing, if all don't go right, and though I have seen many men do their best to uport a coach without succeeding, still, when least expected, it's as easily done as operating an old woman's angle stall.

Should you come to gent with one of your horses, should one full form death, or get the staggers or break one of his lays, or from some cause he so full of pain that you can't get hom on, and are obliged to take hom out of the creath, and drive home or to the ord of your stage or isomery without him of course your most leave him on the read, and make any variance of what we need to call a 'packase beam,' for 'unicome,' or what we need to call a 'packase beam,' for case of architectural for making the said 'pickase,' portisolarly,' if going a long isomery, it is a product measure to carry a spare small har, with the eye or a fing set countray way to the usual cyce on a small hor. The orbitary eye will not be your small har, with my right of the production of the programmer of the right way on your pole houch. As ye as et al.





Always carry a spare tauce, or, what is better, a chain trace. It takes but little room in one of your boots, and has more than once stood my friend. It . .

The principal thing in old coaching days, however, was to get them along and keep your time, and so 15

long as they did it it did not much signity whether

has a single horse that palls a little, his reins must

were a voilly great confort, even if you had not a pair of worsted gloves to part on in case of rain. These ever most to take with you as on a rainy day they are the only thing through which the rain don't slip, and they are on such an occasion a view pair now. Always have them about your coach. You may often want them when you lost expect it. It is not necessary for a min to walk about with an untirella on a fine day. But I say, when it's fine, take your unfiredla; when it rains, do as you like about it.

Hones don't require a whip in these days, but no one can drive without a whip, any more than Digardin could play the fishile without his fishilestick. It is now whom required, but when required there are very few that can one it. They ought to be able to use the whip if recessiry, lot it is lamentable sometimes to see what an incumbrance the whip seems to be, and how awkwardly it is handlest.

It is laughable to see the length of whip sometimes adopted. This at once denotes a 'muff.' There is no use in having a whip as tall as the monument, with a thong as long as Piccadilly, a foot and a half

· Hotel to Deine

My one particity easy deat drivers to conhand. Hang the expense, he says, &c., &c.'

He weeking was not been many or be govern to say. That I share man Something the agenme? But whateve two or you getting may shader not period to share fill version with your winpeoperly. Nothing body or control and numer way, could us to see a mun bearing to eath he whip and after many high efforts taking at upon I wan to this purpose, and treating the thou, none, and coulwith the point discusseds ... of he was turned, perridge for a pack of hounds.

you may say. To thus, I roph. If you are such as washward follow, as not to be able to learn to estable to and dimost by minute shart consists of your cours comput as share upon your table scanners too. share together, get a sun top now as your tables; and in your larve one only first most their said sho her, for one [1]() soon whopeon you need to those, for one [1]() soon whopeon you make a those.

Never disule your min, if you can possibly award, in or you will have to foll-hadd them, which is in admissible. If you distid, your wins you will have to extend the real possible of the control of the

on the large, and curve a Hunderbose in Lipsted to have the Lagon, and the following the cut of Lickney the other resonances thright one.

perce, but out of his place on a couch with one of the

the fact of having started quietly off the crown of the

THE INTEREST - CHOOSES

HOW YOUN HARKER STARTS A REFRACTORY TEAM.

A wearoun the solution of the and my old from layth his harm finger, and the middle of the first and the Regent each me a join multimed, an architectural the Regent each me a join multimed, an architectural to the fold folial and a certain. Bill platanet got a relatively town to start, may aimse. On one memorable secretion he could not get his team to start, melting could make them, not persons could persait. At least full folial soid, "Bill, get us a couple of wispo of strem and a lattern". Bill, in dedictive to list onlines, set some starts on fire under the officiative, however, the official soid, start and meeting of the desired and layer they are the official soid. Bill, like the men endowys,"

This is someting the tree story of a germentor. Ireland. The mare he was reduing bared the sight of blacksmith's shop, and on his coming up to one on the road, no earthly power would get her to provide. It good hearted, blacksmith, blac a true Tridurin wishe

ATTITUDE OF BOTTON HAVE

It you drive sur or your own stalle-pard, or indesout of any yard, and particularly at night, if you drive home from Greenwich feeling "pretty full of itshabway on round your houses and we that all you reins are backled and that your coupling reins are crossed.

I do not doubt that your conduman or goods in a study follow that times he will out a good doa of foll as well as his master, and if he does this, sail little accidents may happen. As four eyes are better than two, it is always a side presention to age nound your horses and see that all is right, your rems buckled and so forth, before you get on the box.

Having been caught myself once, I have no heists tion in giving this little bit of advise. I was observed on the road between Chester and Bangor, and or going round my horses at Abergele I found that my leaders coupling reins were not crossed, and that the

MAD THAT THE TOLL BUR MAN DON'T SHE

SEE THE THE TOLL BUT CARRY AND THE

caught up so beautially, and his ribs, when he litted his elbow and shaked, leaked so tempting that it I had known I was to be hanged for it I don't think, I could have thrown away the chance of giving, him that one 'sooker.'





many a tedious day and night, with snow on the

are only two notes, or should not be more; and as be was using a great deal of exertion to get out three. I was in hopes the horn would barst and blow his brains out; and I watched the coach for some distance with the hope of seeing this occur, but was disappointed.

the 'Stanford Regent' and lave had Tom Henneys for cochrane how his shrill shishes which was nearly as load as that on the present railway, but more melo dious, would waken up the horses, and make them skip up into their collars, for fear that he will remember all these little them all roand. You will remember all these little incidence, and many more.

in spite of wet and odd, frost and smor, and all the variations of temperature that one used to go through on a reach both by day and night, they were fixed by threes, "awfully jolly," as they say in these fast days. You will as a do, look, back upon those days with pleasure, and

Though the easehmen of old are dead,

Though the guards are turned to clay,

You will still remember the "yard of tin,"

And the mail of the olden day."

You will bok with pleasure mon the rising gene well. I had the pleasure of seeing the first start and surprised to see so creditable a performance, and

two hands morely up to your clim, with your tried bolding your whip. Do not carry a long-horn in a waker lasket by the sale of the handle of your patient loreds, it looks very unwordmanishes. I am sure you cannot find hands or time to use it, and added to this, it is quite the wrong place for a horn, which on __emillion_assisting_terminates and the patient way the patient way to be a first place to a patient with the patient way the patient way to be a first place of the patient way to be a first place of the patient way to be a first place of the patient place of the patient way to be a first place of the patient place of the pati

It's band to say 'tanwell,' it's anguish to minimize value,' 'long as there must be an end to all things so must. I begin to wind up and come to an end of what. I stare hardly state myself has been of much interest to you to read. 'Wan have, however, kind reader, been most indulgent to have get thus for without pitching my 'tittle work out of window which perhaps you awarde have done, had it not in some measure beguled your alle time. It would give me read pleasure to think that it is all helped you to such your pig mere econformably thus you would have done had you had ending does no compy you but your own thoughts.

You will, I dare say, have thought many of the amedites single and uninvesting, and not very full of information, and that though that happened to me many years since do not keep pace with the times we more live in a and, above all, that I have bored you by talking too much or myself. This is all true lost as

read this may have picked up more wrinkles that I have, I feel quite sure that there are many who have not. In my early days I never was too prouto learn anything, I could splice a throug or jet or a point with any man, and I used to fancy I could work a couch as well as most 'gentlemen coachimen.' All these, then useful accomplishments, are now of lettle or no use. The rail and 'Asimo Domini' have get the letter of us all. Mals, coaches, coachimon, guards, bornes horses, howekeepers, and even the toll-that gates are gone, and few very few, alast of us remain. 'Prelition wirefully memoria'

Alis! alis! where is it gone.

That couch with its four bright

Alis! alis! where is it gone.

That wie v term of grove?

Where is the coach? where is the mail
The coachman, where is he?
Where is the goard that used to blow
His horn to cherrile?

Where is the guard that used to wake The still of the early morn, And rouse the sleepy toll-bar man With the sound of the 'old mail born'

Alas! alas! where are they gone,
The coach and the lays and greys
Alas! alas! where is it gone,
That 'light of other days'?

The sun has set that once shone out So bright upon those teams; The night has come, and all that's past Seems but as fleeting dreams.

No more the sleepy toll-bar man
Is roused at early morn,
And turns reluctant out of bed
With a curse on that long tin born.

No more in his nightshirt, as of old, And his nightcap on his pate, Does he hurry across the frozen road To open the tumpike gate.

No more as he's just turned into bed, And has just got warm again, Is he doomed to attend to his toll-bar gas

Is he doomed to attend to his toll-bar gat And buttle with snow and rain.

His shambers at early dawn

Are not disturbed by the old mail coach,

Nor the sound of the old mail horn.

Are nowhere to be found;
The four bright bays that used to trot
With that 'quadrupedante' sound

Are dend and gone, the gate is gone;
All now is still around;
For the coachman and guard and the four bright lasy;
Lie four foot under the ground.

Alas! for the days that are past and gone
For those palmy days of old.

Alas! for the joyous hearts that then
Beat warm, but now are cold:

With all their jovial sounds:

The conclusion and grards and their teams are gon
To the hanve busing grounds.

PASTSCRIPS

Witters on "Reminiscence of a Goulleman Coash man," are in the press one or two kind friends who are much interested in all power-lings counciled kind the Road have suggested to me that Doan the Road will hardly be presert without some notice being taken of Modern Coaching. Indeed, Lam told in the following words. That the look would be most mormplets without the "member turnoon" that a few rounds, on the present Coaching Clobs, and of their principal members; in fact, a few lones of what is going on in the present Quadway would be a great audition.

required to the control of the contr

block behind them, who in so praiseworthy a way aspire to the rekindling of the light of other days."

My lot was not east in the days of smart coaches, and gaudy high stepping two hundred gumea horses, and I must be content with my 'Reminiscences' of the past.

Addito to this, I have seen a condition poll is like looses at the for functi-White Horse Cells with his series in two hands and thin part or 'spatian break. I suppose to dry his couch, had be broses should more on, which, in adden days the were not much inclined to doe after they had do their ten miles on boar, with 'twelve out and for it's and business in pronoution.

vision but Lair constrained to suppose that Lairi aroblishational Gogs, and that activity bearing the conbility of Lairi and Lairi Latherts, on a certain day, by a certain somebody consisted with the attosaid "build-board," that there were many improvements on the old "stage-coach," "Query," thinks: Limiyedf.

Times are secretary of sites I cut my next certain and even since I cut my wave tached of you can unaging good reader, that I exist cut them sat all, that a first factor of them all, that is seen to be seen. The soons and grandways of the old hashimed. Down these Read with the proport feshion of beights and measurables, caused to what they will book like the first measurable caused to what they will book like the

condition of the oblem day, who may used generic as to look, thought, and doesh. He looked differently adlogather, he thought differently allogether; and if by chance you saw hen off his 'maxima,' he walked, curried his whip, and had a different air about him, and a different out altogather. He seemed to have written on his look, as he passed you. I am Soanders and drive the 'Dolance's 'Tally ho, 'Regulater,' 'The Wonder,' The Hirosaldelic or some such model coach. Not good reader. The race is all but extinct, and I know on in mixture of breed that would produce the like again.

great roads of former days are overgroom with weeds, the coarbes hooken up or perhaps turned into ben roads, and the tea kertile with its unmediditions whistle has taken such full possession of every thing, and everyloid, and everyloidy's laggage. I do not know of more than two or those men now living whom I have ever seen on a coach—a real stage coach. There may be some others, but, as they all out for put the same road as your humble servant. I cannot speak of their merits except from hearisy.

is to be found horsing and driving one of the coache out of London, which, if he has not forgotten the olden days, he can do as well as anyone.

Date old pall if any vivel were to hole into our mouths be would find. I am atrail that you have a considerable advantage over me in that respect. We have however, been trivials together in 'sumbine and in shower,' and though privat on regards conding in these days view will policidly small when you coull the, and say. Why, then, you surely have never been such an old field at your time of his as to get into print.' Voill ender get off the nod or upset the coach alongwher?

years ago at least, that when I pulled up at the "Feathers office at Chester, and impired of the book keeper, a ceptain Mr. Nutt, whether he had seen Capitain Startery, Lady. No, sir, he replied, "I have not I wish I, dod see hum officers, these hum, I do have yee hum, he aliangs brings his house up "so mee, and he do always book is pleasant!"

How many old friends of former coaching days are gone from amongst us since the times. I have been spraking of, and how few reason to tell the tale of former glory, I dare not think. I could mention sense few who I am aware kars been "down the Road" but never having driven in their company. I am not able to speak of their merits expect to require

Of those who are gone from amongst us, I will not speak. 'De mortuis nil nisi bonum, requiescant in pace-

Barrier Common

three days when everyone is raying to lie first, and you in who can have the dx and most exposure team and one firstly passays would put in its loaned must be firstly above young that in its loaned must be not in must be well known to all most store long you mortals might be it judices) did not ever—and that whatever is done by the Fix the Cx try to do more than equal whether they have the same must or not. Hence, if any perimpassis variety were to have the auditory to but that It's hadres were to have the auditory to but that Cx piles was tax long, and that IX was "about the thing," would there not be a regular "shine," and would not judice; which her implicated eyes a him?

Aron, the very tea more creating that has very few most beautiful and more of the conwho can this them all round, of meessary. These may be some who have meet seen a roal, theoretic latest such and by who are good continue, to the Learnment the task. I how that I myself may some under the lash, and stand a good chance of ban, pulled to praces for my limithe endocrates to desents some of the intellects of conding days and developes may and more. If I have accomplosed what I have attempted it will be at gent a suitefaction to think that I have attained my end. My task has been to avoid giving any opinion, humble and worthless as it might be, as to also not a sole our "uponger" and a side out on it whose is the best torm and whose is not. I have not presumed to criticise. In fact, my aim has been to sing a song or other day, "even among and not orford.





